



National Transportation Safety Board Aviation Accident Final Report

Location:	TIBURON, CA	Accident Number:	LAX86LA359
Date & Time:	09/30/1986, 0930 PDT	Registration:	N2948G
Aircraft:	Cameron 0-77	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Other Work Use		

Analysis

AFTER COMPLETING AN AERIAL ADVERTISING FLIGHT ACROSS THE SAN FRANCISCO BAY, THE PLT ATTEMPTED A LANDING ON UP-SLOPING TERRAIN. THE TERRAIN WAS STEEPER THAN ANTICIPATED & THE PLT BECAME DISTRACTED. THE PLT FORGOT TO TURN OFF THE PILOT LIGHT TO THE LEFT BURNER. WHEN THE BALLOON DESCENDED ON THE GONDOLA DURING THE TOUCHDOWN SEQUENCE. THE OPERATING PILOT LIGHT IGNITED RESIDUAL FUEL IN THE FUEL LINE. THE FIRE SPREAD & THE ACFT WAS DESTROYED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: FIRE

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. TERRAIN CONDITION - UPHILL
2. (F) PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
3. (C) POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
4. (C) DIVERTED ATTENTION - PILOT IN COMMAND
5. (F) FUEL SYSTEM, SELECTOR/VALVE - OPEN
6. (F) EMERGENCY PROCEDURE - NOT PERFORMED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	29, Female
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Balloon	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	03/30/1985
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	150 hours (Total, all aircraft), 38 hours (Total, this make and model), 81 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cameron	Registration:	N2948G
Model/Series:	0-77 0-77	Aircraft Category:	Balloon
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	5054
Landing Gear Type:		Seats:	
Date/Type of Last Inspection:	05/01/1986, 100 Hour	Certified Max Gross Wt.:	800 lbs
Time Since Last Inspection:	27 Hours	Engines:	1 Unknown
Airframe Total Time:	134 Hours	Engine Manufacturer:	UNKNOWN
ELT:	Not installed	Engine Model/Series:	UNKNOWN
Registered Owner:	TERRI PRICHARD	Rated Power:	
Operator:	TERRI PRICHARD	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	25 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	135°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	22° C
Precipitation and Obscuration:			
Departure Point:	SAN FRANCISCO, CA	Type of Flight Plan Filed:	None
Destination:	OAKLAND, CA	Type of Clearance:	None
Departure Time:	0803 PDT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	1 None	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	WAYNE POLLACK	Report Date:	03/10/1988
Additional Participating Persons:	HAROLD OLIVER; OAKLAND, CA		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).